

4. After consignment from their premises of origin the cattle must be kept separate from animals not similarly certified.
5. The importer shall give 24 hours advance notification of expected time of arrival to the local DVM.
6. Shipment must be direct from Northern Ireland to Scotland.
7. The cattle, having landed at the port, shall immediately be taken to their final destination, as specified on the health certificate.
8. The health certification must accompany the consignment to its final destination and be retained there for a minimum period of 12 months for presentation to an inspector on request.
9. The importer or other appropriate person in charge of the cattle, moved under this licence, shall comply with any requirement by the Secretary of State to detain and restrain the cattle for the purpose of carrying out routine sampling for testing to determine the presence of disease.
10. In the case of production cattle identified with a blue plastic tag, they must be taken immediately on landing to their premises of destination where they are to be kept in isolation until moved directly for slaughter at a slaughterhouse; these cattle may not leave premises except by licence from the DVM.
11. Vehicles being used to transport the animals must be cleansed and disinfected with an approved disinfectant prior to loading.

NOTE

1. In the event of the consignment being delayed or postponed please advise the Animal Health Office responsible for the destination.
2. Nothing in this licence gives exemption from any requirement, prohibition or restriction imposed by the Fresh Meat (Beef Controls) (No 2) Regulations 1996.
3. The animals may or may not be accompanied by declarations that they have never been on premises where BSE has been confirmed. Those animals which are accompanied by such declarations, referring to all the premises where the animals have been since birth, should be certified to be in accordance with Commission Decision 94/474/EC and should be certified on a separate health certificate to animals which are *not* so certified.

The Scottish Office
Agriculture, Environment and Fisheries Department
Animal Welfare Branch
Room 350
Pentland House
47 Robb's Loan
Edinburgh EH14 1TY

(1)

**THE M8 MOTORWAY
(JUNCTION 27, EASTBOUND SLIP ROAD, ARKLESTON)
(PROHIBITION OF SPECIFIED TURNS) ORDER 199**

THE SECRETARY OF STATE gives notice that he proposes to make the above Order which will prohibit right turns on that length of M8 Motorway eastbound off-slip road at Junction 27 (Arkleston) at its junction with the unnumbered classified Arkleston Road.

ALTERNATIVE ROUTE

The alternative route for traffic will be as follows:-

Vehicles travelling on the eastbound off-slip road from the M8 wishing to turn right into Arkleston Road and travel eastwards towards

Hillington should proceed westwards on Arkleston Road to the roundabout at A741 Renfrew Road/Paisley Road, circle the roundabout and proceed eastwards along Arkleston Road past the M8 slip road junction.

Full details are contained in the Order which, together with a plan showing the length of road involved and a statement of the Secretary of State's reasons for proposing to make the Order, may be examined during normal office hours at The Scottish Office Development Department, National Roads Directorate, Victoria Quay, Edinburgh, and Renfrewshire Council, Department of Planning and Transport, Council Headquarters (South Buildings), Cotton Street, Paisley.

Any person wishing to object to the proposed Order should send details of the grounds for objection in writing to The Scottish Office Development Department, National Roads Directorate, Victoria Quay, Edinburgh, EH6 6QQ quoting reference UM/CL/O/1/3 by 13th March 1998.

I S Ross

Assistant Chief Engineer

The National Roads Directorate of
The Scottish Office Development Department (2)

**THE TRUNK ROADS (LANGHOLM)
(RESTRICTION OF WAITING AND LOADING) (VARIATION)
ORDER 1998**

NOTICE is hereby given that on 12th February 1998 the Secretary of State, in exercise of their powers conferred on him by section 1(1) as read with sections 2(1) and 2(2) of the Road Traffic Regulation Act 1984, made the above Order.

A copy of the Order as made, the relevant plan, and a copy of the existing Order to be varied may be inspected free of charge until 26th March 1998 during normal working hours at the offices of The Scottish Office Development Department, National Roads Directorate, Victoria Quay, Edinburgh, EH6 6QQ; and Dumfries and Galloway Council, (Annandale and Eskdale), Dryfe Road, Lockerbie.

The effect of the Order is as described in the Notice of the proposal as published in *The Eskdale and Liddesdale Advertiser* on 14th August 1997 and in *The Edinburgh Gazette* on 15th August 1997, and comes into force on 1st March 1998.

Any person who wishes to question the validity, of the Order or any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984 or on the grounds that any requirement of that Act or of any instrument made under it has not been complied with in relation to the Order may within 6 weeks from 12th February 1998 apply to the Court of Session for that purpose.

I S Ross

Assistant Chief Engineer

The National Roads Directorate of
The Scottish Office Development Department (3)

**THE TRUNK ROADS (A737) (DALRY) (RESTRICTED ROAD)
(VARIATION) ORDER 199**

THE SECRETARY OF STATE gives notice that he proposes to make the above Order which will reduce the length of the existing 30mph speed limit on the A737 trunk road at Dalry. The new limit will now be located at a point 255 metres west of the centre of Carsehead Bridge and will form part of a proposed Traffic Gateway Scheme.